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COUNTRY China

SUBJECT Harbor Observations - Yulin, China

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1. Security procedures at Yulin, China, appear to be lax compared to other Chinese ports. The transporter or ore conveyor at Yulin is in very poor condition. A restricted area, well guarded and fenced, has been established on the southern side of the Anyu Peninsula around Hill #121. A cable car is operating between the signal station at Hsichiao 13° 13' N 109° 32' E and Hill #320 almost directly south of the signal station.

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The entrance to the harbor between the Anyu Peninsula and Hsichiao is an extremely tricky one, since the deep water is extremely narrow, and a very sharp turn to starboard must be made in order to avoid the shallows at the north end of the harbor. It is customary, when bringing in a vessel, to actually drop anchor at the intersection of the beacon lights in order to bring the vessel very sharply to starboard at the correct moment.

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The passage through the narrows along the 329° beacon line is further complicated by the existence of partially submerged wrecks in the channel. A wrecked small warship, of about DE size, has apparently been there for some time. A couple of wrecked junks are lying just off shore in the shore indentation just west of the oil tanks at Tung Chiao and immediately north of the first light encountered on the starboard side on entering the harbor along the 329° line. It was an extremely difficult place for ships of any size to move about.

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3. Vessels Observed -

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a Polish ship, the S/S Kilinsky, was anchored nearby. The Kilinsky was about 14,000 dead weight tons with a speed of at least 14-15 knots. The Kilinsky had previously been loading in China and loaded iron ore just ahead of our vessel at Yulin. Along the dock area at Yulin Chinese coasters of approximately 2,000 tons were observed. Two left the harbor and two were docked at Yulin and two were anchored just off the Yulin waterfront. The cargoes of these vessels were loaded from lighters, and there was some material contained in bags about the size of a cement bag. Two tugs were observed. One was very small and extremely old. The newer one, not less than 25 years old, did all the work in the harbor. It was estimated at 50 feet and from 300-400 horsepower.

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two Polish merchant ships were observed anchored outside the channel. One was estimated at not older than 12 months, a very modern cargo liner type with a streamlined bow, funnel and bridge. It was estimated at 14,000 or 15,000 tons dead weight and, judging from the design, of high speed.

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4. Port Facilities - The ore conveyor

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is old and in extremely poor condition. There is only one conveyor at Yulin.

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The draft of the vessel when loaded was 28 feet and in shifting at the quay it was observed that there was plenty of water under the keel. No signs of dredging activity were observed.

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5. Miscellaneous - Although no cable car was actually observed, a cable obviously used for a cable car was observed running between the signal station and Hsichiao at 16° 13' N. 109° 32' E. and a point near the crest of Hill #328 due south of the signal station and northwest of the light on Hill #500. The area on the south side of the Anyu Peninsula around Hill #101 was a restricted area. It was closed off with barbed wire fencing, and the fence appeared to

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be patrolled by armed guards. The restricted area is heavily overgrown with trees. At certain spots, near where the foliage was particularly heavy, a number of people wearing the usual Chinese blue uniform were observed, leading to the inference that the particularly heavy foliage was actually camouflage for gun emplacements. No aircraft were observed. No attempts were made to distribute propaganda material or to otherwise proselytize the crew.

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